



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
REGULAR MEETING**

Thursday, May 23, 2019

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, AZ 85251**

1. CALL TO ORDER

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m.

2. ROLL CALL

PRESENT: Barry Graham, Chair
Pamela Iacovo, Vice Chair
Don Anderson
George Ertel
Michael Kuzel
B. Kent Lall

STAFF: Paul Basha, Transportation Director
Phillip Kercher, Traffic Engineering and Operations Manager
Susan Conklu, Senior Transportation Planner
Sam Taylor, Traffic Engineering Analyst
Frances Cookson, Staff Representative

ANNOUNCEMENTS

Paul Basha, Transportation Director, announced that Commissioner Higgs has resigned after being appointed by City Council to the Planning Commission. There are 21 applicants to fill her vacancy on the Transportation Commission. David Smith has joined the Transportation Department, as a senior traffic engineer and is present in the audience. Chair welcomed Mr. Smith and thanked Commissioner Higgs for her service.

3. PUBLIC COMMENT

Chair invited public comments. There were none.

4. APPROVAL OF MINUTES

Regular Meeting of the Transportation Commission – March 21, 2019

Chair called for comments or changes.

COMMISSIONER KUZEL MOVED TO APPROVE THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON MARCH 21, 2019 AS PRESENTED. COMMISSIONER ANDERSON SECONDED THE MOTION, WHICH CARRIED 6-0 WITH CHAIR GRAHAM, VICE CHAIR IACOVO AND COMMISSIONERS ANDERSON, ERTEL, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

5. BIKE MONTH 2019

Susan Conklu, Senior Transportation Planner, stated that the City kicked off 2019 Bike Month with the April 2nd City Council meeting proclamation by Mayor Lane. Scottsdale Cycle the Arts was held on Sunday April 14th beginning and ending at Scottsdale's Museum of the West. Mayor Lane kicked off the event by speaking about the importance of biking and public art for quality of life in Scottsdale. The route was approximately 13 miles long with nine art stops. The event is also used as an educational opportunity in terms of safety rules and the Percent for Art Program. Department staff highlight new projects, such as new artwork, a path or bridge. Bike riding is encouraged for all experience levels.

Bike to Work Day was held April 17th. There were stops to pick up a T-shirt and breakfast snacks. General Dynamics was the new sponsor this year. Other sponsors included Phil and Shar Roos, Regroup Coffee and Bicycles, and the Transportation Department. There were approximately 109 riders.

Bike to School Day was held May 8, 2019 at Pueblo Elementary School with 50 student participants. The event included helmet fittings, safe riding education, helmet raffle, and bag give-away. Renegade Coffee sponsored the event with snacks and drinks. On May 10th, Commissioner Kuzel invited Ms. Conklu to meet with him, the principal and parents during which time Commissioner Kuzel gave a helmet safety presentation. Ms. Conklu provided an overview of the Safe Routes to School Coordinator upcoming position. A parent invited them to return to speak to the Parent Council.

Next steps include:

- Updating the Paths and Trails Subcommittee next week
- Have a Bike Month debrief with staff and volunteers
- Form a Bike Month Committee for planning the next event
- Promote the event widely to citizens and employees

Commissioner inquired as to participation statistics, bicycle ridership and bike lane mile increases in the city overall. Ms. Conklu stated that event participation has been steady overall. The highest year included 80 participants and averages approximately 50. In terms of ridership, MAG is budgeting to have automatic counts every fall in each city at up to 20 locations. She stated that she could provide bike lane mile increases at the June meeting.

In response to a Commissioner question, Ms. Conklu stated that to increase participation, there are plans to get the word out earlier in the year and more effectively using the listserv and other electronic media.

Vice Chair asked for more details about the Cycle the Arts ride. Ms. Conklu said they went up Marshall Way from Museum of the West to the waterfront area, down to Marshall and Indian School, down to Main Street, Indian Bend Wash to Thomas Road, El Dorado Park, down to McKellips to the District 1 Police building, up to Roosevelt and Scottsdale Road, over to Cross Cut Canal and over to Rage Bicycles, proceeding on Cross Cut Canal and back to the Museum. The ride lasted approximately three hours.

6. PEDESTRIAN CROSSING STUDIES

Sam Taylor, Traffic Engineering Analyst, stated that 17 locations have been evaluated for pedestrian crossing improvements, ten of which have been done internally. Arizona was recently rated as having the highest pedestrian fatality rate in the country per population. In addition, 36 percent of all Maricopa Association of Governments (MAG) regional traffic fatalities are related to bikes or pedestrians. There has been a shifting focus in the industry towards encouraging alternative modes of transportation. The City currently has a draft pedestrian crossing policy, not yet finalized.

Typical crossing countermeasures include:

- Enhanced warning signs
- Bulb-outs and curb extensions
- Striped crosswalks
- Raised crosswalks
- Pedestrian refuges
- Rectangular rapid flashing beacons (RRFB)
- Pedestrian hybrid beacons
- Traffic signals
- Separated grade crossings

Factors to consider in studies include:

- Posted speed limit
- Number of lanes
- Distance pedestrians must travel to cross
- Traffic volume
- Surrounding development
- Distance to nearest controlled crossing
- Sight distance for vehicles and pedestrians
- Median types
- Lighting at pedestrian crossings
- Collision history

The internal studies included:

108th Street and Via Linda:

Considerations/quantitative factors:

- New bus stops just went in on the north and south side of Via Linda
- Greater than 2,000 feet to nearest crossing
- 65-foot crossing distance
- Existing raised median with 40 mph posted speed limit
- 11,000 vehicles per day volume
- Adequate gaps were observed during off peak hours
- Moderate latent demand

Recommendations:

- Install pedestrian refuge within raised median east of intersection
- Reevaluate for further improvements after construction

Commissioner commented that along the south side of Via Linda, there is no real access, as it backs up to a block wall for a long distance, except for inlets to residential streets. He asked if it is expected that bus riders on the south side stop would likely travel to the north side or 100 to 300 feet east or west before crossing. Mr. Taylor said it is possible they could go east or west and cross at another location, however providing a refuge will give them indication of a safe place to cross. A commercial area could also be a destination for some.

In response to a Commissioner question, Mr. Taylor stated that crossing stripes are used depending on the volume of the crossing location. In response to a Commissioner question, Mr. Taylor stated that it is not against the law to cross the street outside of a crosswalk. Phillip Kercher, Traffic Engineering and Operations Manager, stated that in Arizona, jaywalking has a very narrow definition of crossing between two signalized intersections where there is a median and no street intersection.

In response to a Commissioner question, Mr. Taylor said the proposed installation of a pedestrian refuge with raised median would include cutting the concrete median and installing truncated domes for ADA purposes.

Commissioner asked for an explanation of bulb-out and raised crosswalks. Mr. Taylor said it would essentially be a speed table or speed hump, which would be a raised crosswalk.

Mountain View Road and Pima Multiuse Path/L 101 Overpass:

Considerations/quantitative factors:

- Limited sight distance due to L101 sound walls
- 40 mph posted speed limit
- Established path crossing location
- 1,000 feet to the nearest controlled crossing
- Less used part of path
- Path ends north of study area and connects to green belt path south of study area

- Existing striped refuge area
- Existing stop signs for path users
- Low to moderate latent demand at 4,500 traffic volume

Recommendations:

- Install advanced warning signs
- Add stop bars and pavement markings to the path
- Extend 35 mph speed limit zone west of study area
- Monitor performance and reevaluate in future to determine if further improvements are necessary

Commissioner noted the extension of the 35-mph speed limit and asked if a speed study has been conducted. Mr. Taylor stated that a study has not been done, however the change represents an alteration to only 1,000 feet of the existing zone, just before the crossing location.

Commissioner asked whether collision history and data on the volume of pedestrian crossings is available for the intersection. Mr. Taylor said they did not observe any pedestrian-related collisions at the location. The Department has received phone calls from residents indicating that they do cross at the location. Mr. Basha commented that at this location, the shared use path on the west side of the freeway terminates at Shea Boulevard. However, when the next five-lane work on the Pima Freeway occurs between Shea and Pima Princess Interchanges, there will be a shared use path north of Shea, connecting to the Pima Princess Interchange, serving residential communities on the west and east sides of the freeway. In response to a question from Chair, Mr. Basha stated that this is likely to occur in approximately two years.

Commissioner commented that from comments he has received, the multi-use path is frequently used. Mr. Kercher stated that it is sparsely used, however the point is to ensure that those who do cross are safe.

In response to a Commissioner question, Mr. Taylor stated that there were no pedestrian-related accidents recorded at the location.

Lincoln Drive, West of Scottsdale Road:

Considerations/quantitative factors:

- Apartment complex and restaurants and commercial on north side
- Grocery stores, restaurants, and employee/overflow parking on south side of Lincoln Drive
- Nearby crosswalk at Lincoln Drive and Scottsdale Road intersection
- Large speed variations depending on signal indication and time of day observed
- Left turn collision history at center commercial driveway on south
- Relatively high number of observed pedestrian crossings
- Only sidewalk on north side of Lincoln Drive west of study area
- Future Ritz Carlton Hotel west of study area
- 15,000 vehicle volume

Recommendations:

- Extend raised median to first/westernmost driveway, removing the existing median opening
- Construct pedestrian refuge and RRFB with high visibility crosswalk markings in coordination with median extension

In response to a Commissioner question, Mr. Taylor confirmed that the crosswalk would be at the multifamily residential location. Commissioner commented that there will likely be split crossings at the locations as there will be people who will not walk the distance to the crossing. Crossing areas should lead to a place that invites the pedestrian in, rather than a driveway. Mr. Taylor stated that this location is part of a longer-range plan. While not all will use the crosswalk, it will provide an option for those who need it. It is also notable that there is no sidewalk on the south side in Paradise Valley. Other changes may come with the upcoming Ritz Carlton Development in terms of sidewalk improvements.

Scottsdale Road and 1st Avenue:

Considerations/quantitative factors:

- High number of pedestrian crossings observed, with up to 200 crossing per hour during peak visitor season
- Inconspicuous crossing location (i.e. limited lighting, difficult to see crosswalk striping in advance of the crossing area)
- History of pedestrian-related rear-end collisions
- There is a focus on walkability in coordination with Old Town Scottsdale Character Area Plan
- Low to moderate latent demand with 25 mph speed

Recommendations:

- Complete traffic signal warrant study with a focus on the collision and pedestrian warrants
- Ensure signals are coordinated to avoid queue back up through intersections

Commissioner commented that since there is a focus on walkability in this area, perhaps there should be consideration to painting the entire intersection with special color tiles or bricks. Mr. Taylor said this is possible, however such an effort would likely go through a different department. Chair noted that it is already colorized. Mr. Kercher confirmed that the crosswalk pavers have a different color and texture. If it is to remain an uncontrolled site, they could consider things such as enhanced colors. Because the volumes are high, it warrants a control method at the site. The recommendation to signalize came from the ITS signal traffic engineer. With the inclusion of the signal, alternate paving is not necessarily needed.

Commissioner commented that in similar types of locations, other cities utilize handheld flags stored in buckets, which would be an easier alternative in a low speed limit area.

Mr. Taylor stated that in his three hours of observation, pedestrians were noticeably uncomfortable in the experience, as they seemed to be uncertain whether vehicles would stop and allow them to cross. Chair said that he likes the intersection in its current operation. He is

in the area frequently and feels it works well for pedestrians. Mr. Taylor said two pedestrians have been hit over the last six years, to which Chair commented this seems to be a low number. Mr. Basha stated that anything greater than zero is an unacceptable statistic.

82nd Street and Bell Road:

Considerations/quantitative factors:

- Crosswalk was installed at 82nd Street and Bell Road during the Phoenix Open tournament (white paint, non-retroreflective)
- No pedestrian warning signs or other crossing indications were installed
- Crossings were frequently observed through existing raised median and not at striped crosswalk
- 40 mph speed
- Relatively low number of pedestrian crossings observed during typical day and adequate gaps exist during off peak hours
- Low latent demand

Recommendations:

- Remove painted crosswalk at 82nd Street and Bell Road
- Install pedestrian refuge within raised median approximately 360 feet west of 82nd Street and Bell Road intersection to align with existing sidewalk on north side of Bell Road

There were no questions or comments.

Goldwater Boulevard and Marshall Way:

Considerations/quantitative factors:

- Focus on walkability in coordination with Old Town Scottsdale Character Area Plan
- Moderate number of existing pedestrian crossings observed
- High speeds on Goldwater Boulevard with horizontal curve that impacts sight distance
- Latent demand for crossings will be high once new developments are complete

Recommendation:

- Install pedestrian hybrid beacon within raised median west of Marshall Way simultaneous with future development

Chair stated that it would seem advantageous to coinvest with the developers. Mr. Kercher said the developments are not yet approved, however both developers are contributing to the project via initial requirements and development agreements.

Scottsdale Road and Bellevue-Enterprise:

Considerations/quantitative factors:

- Existing designated bike route on Bellevue Street and across Scottsdale Road to Enterprise Drive
- Low volume of pedestrian crossing within the crossing area
- Signal at SkySong and Scottsdale currently serves pedestrian crossings in the vicinity
- This area is becoming more densely populated with mixed commercial and residential development, including Papago Plaza redevelopment
- High vehicular activity observed on Bellevue Street and Enterprise Drive
- History of two pedestrian collisions within the last six years
- Moderate latent demand

Recommendation:

- Complete traffic signal warrant study after Papago Plaza redevelopment

Mr. Kercher commented that there will be a grocery store going in north of the McFate brewpub as part of the Papago Plaza redevelopment plan. This is in addition to an existing hotel, multifamily complexes, restaurants and other commercial businesses. The study is necessary, due to the number of land uses coming into the area.

Scottsdale Road and Angus Drive:

Considerations/quantitative factors:

- Low to moderate pedestrian crossings on a typical day with high numbers during the peak season observed
- High latent demand due to surrounding development and character area (restaurants, apartment homes, hotels, proximity to Old Town and Scottsdale Stadium)
- Limited number of gaps and no raised medians or refuge area
- Long crossing distance with high vehicle speeds

Recommendations:

- Install pedestrian hybrid beacon at Angus Drive or signalize the Drinkwater Boulevard intersection
- Complete traffic signal warrant study after apartment developments completed.

There were no questions or comments.

66th Street and Shea Boulevard:

Considerations/quantitative factors:

- A synagogue was constructed late 2018 south of Shea Boulevard near 66th Street
- Religious practice dictates that orthodox Jews not use electricity during the Sabbath (sundown Friday to sundown Saturday). This prohibits many members from driving to the synagogue and from pushing the pedestrian buttons at nearby Shea Boulevard

- intersections (64th Street and 70th Street). If the buttons are not activated, then the signals will not provide pedestrians with enough time to cross Shea Boulevard
- Synagogue members have been observed crossing mid-block on Shea and waiting for traffic while standing in raised medians
 - Cocopah Middle School is approximately half-mile north of the study area
 - Chaparral High School is approximately half-mile southeast of study area
 - High volumes and high speeds

Recommendations:

- Install passive pedestrian detection devices at 64th Street and at 70th Street and instruct Synagogue members to use corresponding crosswalks
- Monitor for further improvements, if necessary

There were no questions or comments.

84th Street and Thunderbird Road:

Considerations/quantitative factors:

- Low to moderate pedestrian crossings
- Adequate gaps
- Direct route for homes south of Thunderbird to park on northeast corner
- Enough width for pedestrian refuge that could also serve as an advanced indication that Thunderbird narrows further east of study area
- Low to moderate latent demand

Recommendation:

- Install pedestrian refuge

Commissioner noted the three steps in the pedestrian crossing policy, including identification and description of crossing location, traffic data collection and operation observations and analysis. He asked if all steps have been followed for all ten intersections. Mr. Taylor said they have been loosely followed. It is a draft policy and does not clearly define each step in terms of volumes required for each solution. In response to a Commissioner question, Mr. Taylor said the hope is to adopt a finalized policy in the next few months.

Commissioner inquired as to pedestrian right of way on a striped pedestrian crossing. Mr. Kercher said that state law says motorists must yield to pedestrians within an identified crosswalk within an intersection or painted crosswalk. Pedestrians should not step in front of a vehicle without giving it time to stop. Commissioner commented on the need to educate pedestrians in terms of safety.

Commissioners took a brief break.

Mr. Taylor continued the presentation with external study locations by MAG consultants through the Local Agency Safety Study Grant Program. The final reports with counter measure recommendations should be complete by end of the summer.

90th Street and San Victor Drive:

Considerations:

- New townhomes on the south east corner of the study area and a grocery store across 90th street with nearby restaurants and other commercial buildings
- Speeds on 90th street are high for a densely populated urban area with a posted speed limit of 40 mph
- Limited gaps especially during peak hours
- No raised median is present

In response to a question from Chair, Mr. Taylor stated that the grant funds are intended to be spent by the end of the fiscal year and that the reports are expected in late July.

92nd Street between North Lane and Cochise:

Considerations:

- Moderate number of pedestrian crossings from Honor Health employees and customers visiting the shops and restaurants on the east side of 92nd street
- High speeds on 92nd Street
- Limited gaps especially during peak hours
- Approximately 800 feet to the nearest signalized crossing
- Raised median is present
- Moderate to high latent demand

Mr. Taylor stated that some results have been received from the study, including camera footage. He played a brief video. The video captured 56 crossings in a 24-hour period at the location. Mr. Kercher stated that similar issues were identified on the other side of the Honor Health campus on 90th Street, where a signal and roundabout were subsequently installed.

Via Linda west of Frank Lloyd Wright Boulevard:

Considerations:

- Pedestrian activity between the recreational facilities north of Via Linda and the restaurants and grocery store to the south
- Approximately 700 feet to the nearest signalized crossing
- 40 mph posted speed limit
- Raised median is present
- Moderate latent demand

There were no questions or comments.

68th Way and Gold Dust Avenue:

Considerations:

- Large numbers of high school students cross Gold Dust in this location during school opening and dismissal

- Pedestrian may be hidden to through traffic by on-street parking
- Double-threat possibility with the eastbound right turn lane and through lane 25 mph speed limit
- 43-foot crossing distance
- Low latent demand

There were no questions or comments.

86th Street and Thomas:

Considerations:

- Park on the north east corner of the intersection
- Transit center/bus stop north east of the study area
- 1200 feet to the nearest signalized crossing
- High density single family residential south of the study location
- No raised median
- 73-foot crossing distance
- 40 mph posted speed limit with limited gaps especially during peak periods
- High latent demand

Commissioner commented that by his observations, there are few crossings in the area, likely because it is an unfriendly place to cross. He questioned how data can be collected on a site with so few crossings. Mr. Basha stated that Department staff are aware of land uses that suggest future pedestrian travel, such as with this location.

Miller Road and Earll Drive:

Considerations:

- Bus stops on both sides of Miller Road
- Multi-family and high-density single family residential on three of the four corners
- Sidewalk connection to the greenbelt multi-use path to the east
- Designated bike route on Earll Drive, across Miller Road
- 14,000 vehicles per day
- Moderate latent demand

There were no questions or comments.

Scottsdale Road and Palm Lane:

Considerations:

- Fatal pedestrian collision in 2019
- Low number of pedestrian crossings per hour
- No raised median, six travel lanes, high vehicle speeds, and very few gaps
- New Dutch Bros and LA Fitness on the west side of Scottsdale Road, new apartment complex on the east side of Scottsdale Road
- Bus stops on both sides of Scottsdale Road

- High latent demand

Commissioner noted that there are offset intersections both ways and asked where they would consider installing a crossing. Mr. Taylor said all the factors are balanced, with the goal of getting as close to a bus stop as possible, but also near the Dutch Bros and apartment complex. Mr. Kercher added that there are a number of driveway conflicts in the area as well. The only viable location may be on the south side of Palm Lane.

Mr. Taylor addressed the Scottsdale Draft Pedestrian Crossing Policy, noting that policy outlines the following main criteria:

- Distance to the nearest crossing (minimum 600 feet)
- Pedestrian volumes (20 pedestrian crossings per hour or 60 for four hours 100 per day)
- Vehicle volumes and associated gaps based upon crossing speed for pedestrians
- Sight distance

The policy provides guidance in terms of which solution to use by phases:

- Phase 1: Unmarked crossing with potential for pedestrian refuge and warning signage
- Phase 2: Marked crossing with a pedestrian refuge and signage
- Phase 3: Same as Phase 2, however it includes a sign within the road between travel lanes
- Phase 4: Includes all high-level pedestrian crossing treatments, including rectangular rapid flashing beacon, pedestrian hybrid beacon, traffic signal and grade separated crossing

Next steps include finalizing the policy, finalize the ten internal pedestrian study reports, receive seven external reports and schedule improvements.

Commissioner suggested the possibility of adding visibility as a category under primary criteria. Mr. Taylor confirmed that this will be one of the factors for consideration in the final policy. Mr. Basha clarified that Mr. Taylor has conducted considerable research on the topic. The draft policy was developed earlier without Mr. Taylor's participation. He has developed a new draft policy with considerably more categories, however it was not ready for presentation at the time of this meeting. Illumination is certainly one of the additional included categories. The policy developed by Mr. Taylor has approximately six criteria that are quantitative and objective and eight which are subjective.

Commissioner asked for clarification in reference to vehicle gaps: "Vehicle volume gaps, minimum number of vehicles to prevent 60 gaps per hour." Mr. Taylor said this represents a calculation based on the walking speed of a pedestrian using 3.5 feet per second in relation to volumes per hour. Mr. Kercher added that it considers how much time it takes for a pedestrian to cross the roadway. Following this, there are observations to determine how many gaps there are in the traffic flow that allow sufficient time for crossing.

Commissioner inquired as to the effectiveness of in-pavement flashing lights for safety purposes. Mr. Kercher stated that feedback from other Valley communities reflects significant issues in terms of ongoing maintenance.

Commissioner asked about flashing lights on curbs. Mr. Basha stated that there are two locations in the City utilizing flashing lights in a sign on the side of the road. In some circumstances, they have been successful and in others, they are not well understood by drivers. The Transportation Department believes flashing lights several feet above the curb are more effective than at the curb.

Vice Chair asked about Scottsdale statistics for pedestrian fatalities in crosswalks versus not in crosswalks. Mr. Taylor said that information is not available.

Vice Chair asked if there is any location in the City where there is a quarter mile gap for pedestrians to safely cross a street. Mr. Taylor stated that some of the intersections discussed today did have distances of at quarter mile between crossings.

Vice Chair inquired as to whether the City is taking on additional liability by providing the crosswalk locations without documentation that would support putting in crosswalks in locations that do not necessarily warrant them. Mr. Basha stated that if done properly, the City is not incurring additional liability. The purpose of the policy is to create criteria via a lengthy public process to be followed for this purpose. Mr. Taylor added that the Arizona supplement to the Manual on Uniform Traffic Control Devices (MUTCD) permits local jurisdictions to develop their own policy related to pedestrian crossings. Vice Chair encouraged the Department to work with attorneys to ensure the City is not opening itself up to liability.

7. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS

Mr. Basha addressed the increased sales tax passed by residents in November of 2018 that went into effect February 1st. The Treasurer's Office projects that \$5 million will be collected from February through June of 2019. For the ensuing complete fiscal years, \$12 million per year is anticipated to be received in revenues. For the next Commission meeting, staff have tentatively scheduled a report by the Senior Transportation Planner on the status of the projects funded by these revenues.

The Hayden and Thomas intersection began construction within the last two weeks, having been included in the 2000 bond election for improvements. This intersection is one of the highest collision locations in the City and has been for 12 years. The lack of medians adds to the issues. The initial recommendation from the consultant ten years ago was to simply widen the intersection and have dual left turn and right lanes at every location. However, most collisions are occurring at driveways. The area does not have turning movement volumes to justify dual left turn and right lanes at all four approaches. Utilities in the area have been relocated to accommodate construction. It is hoped that construction will be complete by the end of 2019. Medians will be constructed to eliminate left turn access at most driveways. The left turn access will be at driveways further removed from Hayden. The project does include ALCP funding and federal grant funding.

Commissioner asked about U-turn opportunities in the area. Mr. Basha stated that U-turns will be permitted at specific locations only.

Mr. Basha stated that the Happy Valley, Pima Road to Alma School Road project is in the design stages. It includes a roundabout at Happy Valley and Alma School. Also included are improvements of one-quarter mile of 118th Street south of Dynamite. For Happy Valley, they are nearing completion of the 30 percent design plans. There have been two neighborhood

outreach meetings. Happy Valley will be widened from one lane per direction to two lanes per direction, including raised landscape medians and left turn lanes. There has been general acceptance of a roundabout at Alma School and Happy Valley. The roadway should be completely constructed by August, 2019.

Current plans show an additional roundabout approximately two-thirds of a mile west of Alma School Road at the entrance to the Desert Highlands Community. Some residents are supportive and others are opposed to the roundabout. There are ongoing discussions with the consultant and the community regarding whether to place the roundabout farther west. Design should be complete this coming fiscal year, to begin construction in July of 2020. The most significant hindrance is that the project is to cost \$9 million more than originally anticipated. The cost of steel and concrete has increased dramatically in the last year. Also, with the lower unemployment rate, the cost of labor is much higher.

The Raintree Drive project is a CIP program in the vicinity of the Airpark, consisting of two miles, connecting the Scottsdale Thunderbird intersection to the Raintree Freeway Interchange. Initially to include five roundabouts, it will now include only four roundabouts, including the intersection of Hayden and Raintree. The cost ranges between \$15 and \$20 million over budget for the same reasons as stated previously. The City has selected a construction manager at risk for the portion from Scottsdale Road to Hayden Road and they are currently evaluating the design and construction, to determine if they can reduce costs. It is hoped that the construction documents can be completed with construction started this calendar year. The cost increase is causing some doubts regarding the schedule. The project excludes the Raintree interchange, due to funding limitations. It also excludes the intersection of 87th Street and Raintree.

Vice Chair asked if this is the same Raintree extension that was being studied by the City in 2008. Mr. Basha said it is the same location, however, the design has evolved.

Chair inquired as to progress on Drinkwater Bridge. Mr. Basha said it is anticipated to be completed and open to the public by the end of the calendar year.

Commissioner asked about the 68th Street bridge and path connection. Mr. Basha confirmed completion. The path under 68th Street was removed from the project.

Vice Chair requested an update on the path at 124th and Shea. Mr. Basha stated that there is an undercrossing of Shea Boulevard at 124th Street. The construction was complete and found to be inadequate. The contractor was informed, however they continued to build, over the City's objections. When complete, the survey concluded that the construction is unstable and is actually moving. The City has redesigned the wall with reconstruction hopefully in the next two months at the contractor's expense and with the work done by a different contractor.

8. PUBLIC COMMENT

There were no comments.

9. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS

Commissioner stated that he had previously requested a discussion on clearance policies on traffic accidents. Mr. Basha said it is was included on future agendas and has been removed. He offered to discuss the rationale outside of the meeting.

The July meeting is tentatively cancelled.

10. ANNOUNCEMENTS

Mr. Basha stated that a reorganization of the City reporting structure occurred in mid-April. The Transportation Department is now part of the Public Works Division. Dan Worth is now the Public Works Executive Director and Mr. Basha reports to Mr. Worth. Mr. Worth reports to one of two Assistant City Managers, Bill Murphy. The Traffic Management Center now reports to Phil Kercher and Mr. Kercher reports to Mr. Basha.

11. ADJOURNMENT

With no further business to discuss, being duly moved by Commissioner Kuzel and seconded by Commissioner Lall, the meeting adjourned at 8:44 p.m.

AYES: Chair Graham, Vice Chair Iacovo, Commissioners Ertel, Anderson, Kuzel and Lall.

NAYS: None

SUBMITTED BY:

eScribers, LLC

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**